



SELBY SNELLING

PLAN

*An Amendment to the Land Use
Chapter of the Comprehensive Plan*

The Saint Paul Planning Commission

Adopted by the City Council
August 10, 1993

Contents

Introduction	3
Purpose	3
Current Land Use and Zoning	5
Major Issues and Neighborhood Goals	8
Neighborhood Improvement Strategies	11
Commercial District	11
Transportation	18
Neighborhood Preservation and Maintenance	22
Priorities for Implementation	26
Monitoring Plan	27
Appendices	

Maps

Study Area Boundary	4
Existing Land Use	6
Existing Zoning	7
Proposed Zoning	12
Commercial Streetscape Improvement Sketches	14

Credits

Selby Snelling Small Area Plan Task Force and Neighborhood Participants

Jim Affolter
Jennifer Burger
Chris Cloutier, Task Force Co-Chair
LaVern Cromez
Gwynne Evans
John Galatowitsch
Betsy Gates
Mat Hollinshead
Geoff Hoyer
Ed Johnson, St. Paul Planning Commission,
Task Force Co-Chair
Eric Johnson George
Jurgensen Mhshtaq
Kakal
Mitchell Lancman, Task Force Co-Chair Jay
Laramy Bill Mears Dan O'Gara Bob Porter
Phil Powers Bill Poynton Shirley Reider John
Shaffer Lisa Taube Linda Walther Ben
Wilson Gayle Winegar Ed Bower,
Community Organizer

Saint Paul Department of Planning and Economic Development

Ken Peterson, Director
Dan Cornejo, Deputy Director for Planning
Ken Ford, Principal Planner
Barbara Sporlein, Planner-In-Charge

Other City Staff

Jim West, Lucy Thompson, Craig Blakely,
Marie Franchette, Tony Schertler, Tom
Sanchez, Mike Klassen, and the PED Print
Shop.

SELBY SNELLING SMALL AREA PLAN AND 40-ACRE STUDY

*An Amendment to the Land Use
Chapter of the Comprehensive Plan*



James Scheibel, Mayor

Approved by the Selby Snelling Small Area Plan Task Force
March 8, 1993

Recommended by the Saint Paul Planning Commission
June 11, 1993

Adopted by the City Council
August 10, 1993

INTRODUCTION

The Merriam Park and Snelling Hamline Community Councils requested a study of the Selby-Snelling neighborhood, located near the center of Planning District 13, to address issues and make recommendations related to the improvement of the commercial district, traffic and parking, and neighborhood preservation and maintenance. No comprehensive study or plan has been conducted in the area since the District 13 Plan was completed and adopted by the City Council in 1978 as part of the City's Comprehensive Plan. There have been two smaller, more specific plans completed within the study area - a commercial improvement plan in 1978 and a parking study related to the O'Gara's Bar and Grill expansion in 1986; their recommendations were reconsidered during this planning process.

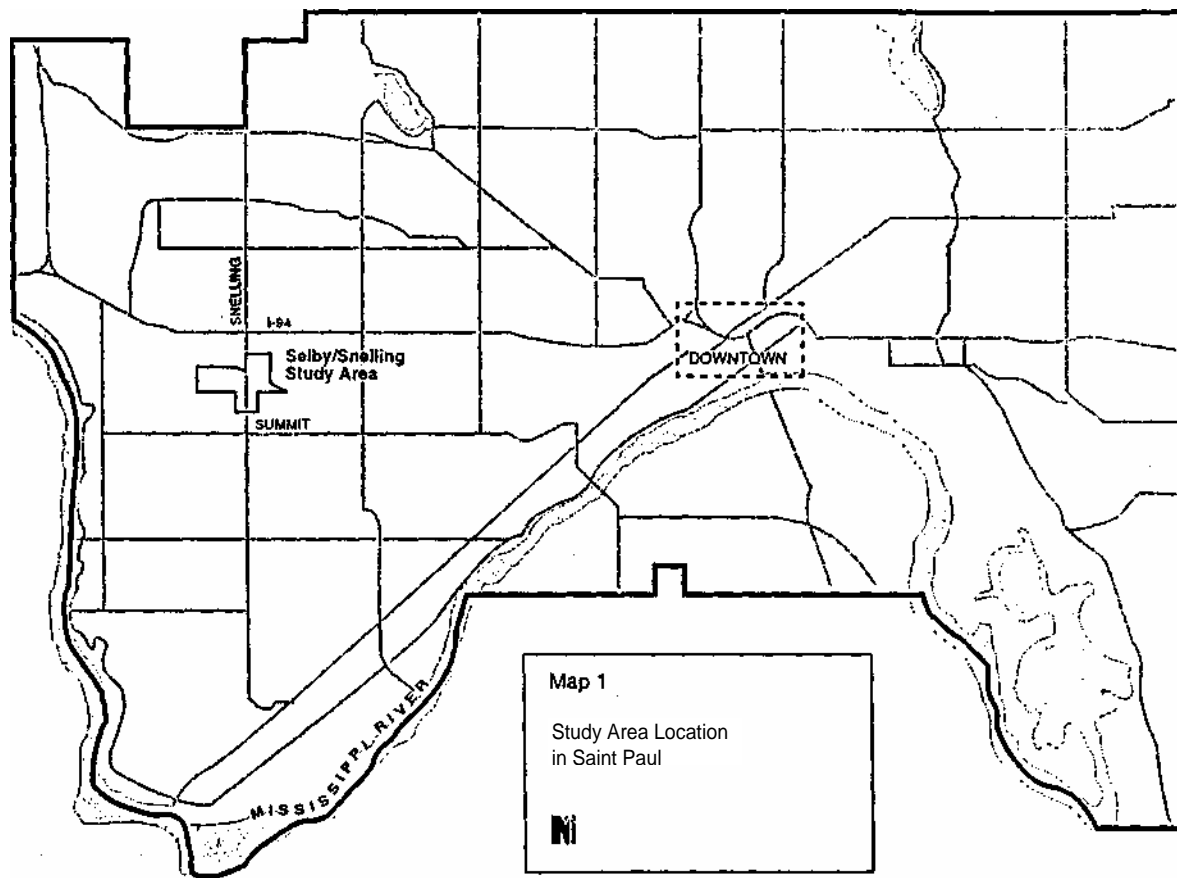
Responding to the neighborhood's concerns, the Planning Commission initiated a Small Area Plan and Forty-Acre Study in February 1992. At the request of the Planning Commission, the two community councils organized a neighborhood task force consisting of residents, business owners, and district council members. These members were joined by representatives from the Selby-Snelling Business Association and a member of the Planning Commission. The 17-member task force began its work in March 1992 and concluded in March 1993. This document, which is the result of that work, presents the task force's recommended strategies for land use and related neighborhood preservation and development issues. This plan has been developed to fit within the larger framework of city-wide plans and policies.

The study area is generally bounded by I-94/Concordia Avenue, Pascal, Hague, Portland, Fairview and Iglehart (see **Maps 1 and 2, page 4**). The study area contains approximately 43 blocks and 145 acres. While the strategies in this plan focus on the study area, it is recognized that the Selby-Snelling neighborhood is not an isolated pocket of the City, and the recommended actions in this plan have implications for other areas of the City outside of the study area boundaries.

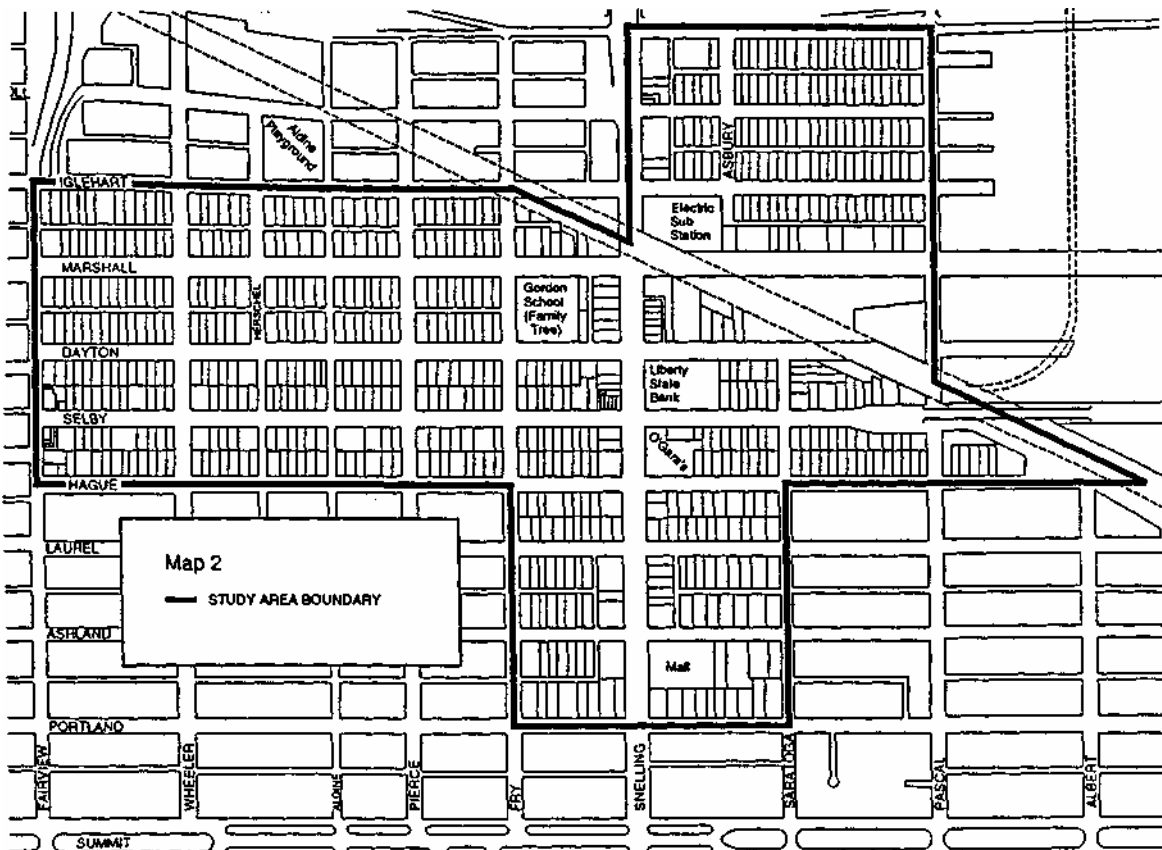
PURPOSE

The primary purpose of the Selby-Snelling Small Area Plan and 40-Acre Study is to take a comprehensive look at the issues facing this small geographic area and develop realistic strategies to address those issues. The strategies listed in the plan were developed by the task force with input from various city departments and represent a shared neighborhood-city vision for the Selby-Snelling area for the next 5-10 years.

Following the adoption of the plan as part of the Land Use Chapter of the City's Comprehensive Plan, the Merriam Park and Snelling Hamline Community Councils will work with various city departments and neighborhood organizations to implement the plan's strategies.



STUDY AREA LOCATION AND BOUNDARIES



CURRENT LAND USE AND ZONING

COMMERCIAL

The study area centers on the two neighborhood commercial corridors of Selby and Snelling avenues, surrounded mostly by residential uses. The center of the neighborhood commercial district is the intersection of Selby and Snelling avenues, where O'Gara's Bar and Grill, Liberty State Bank and the Sweatshop serve as strong commercial anchors, and attract local and regional customers. There are over 90 businesses operating in the study area. Snelling Avenue consists of a variety of small and medium sized retail shops, restaurants, offices and service stations. The commercial buildings are generally in good condition; some have retained their historic character. There are pockets of fairly well-maintained houses on Snelling Avenue; however, they are generally not well buffered from adjacent non-residential uses.



Selby Avenue, an old streetcar corridor, is characterized by a mixture of commercial and residential uses. The buildings are in fairly good condition, but somewhat less so than those on Snelling Avenue. Some buildings appear vacant (although they are not) because inappropriate changes have been made to the buildings' exterior. Both Selby and Snelling avenues are currently experiencing relatively low vacancy rates.

While both commercial streets contain a variety of business uses, commercial niches are starting to develop. These include antique furniture shops located mainly on Selby Avenue west of Snelling Avenue, retail book and publishing stores, music-related stores, auto-related stores, entertainment/eating establishments and medical offices located along both commercial avenues.

RESIDENTIAL

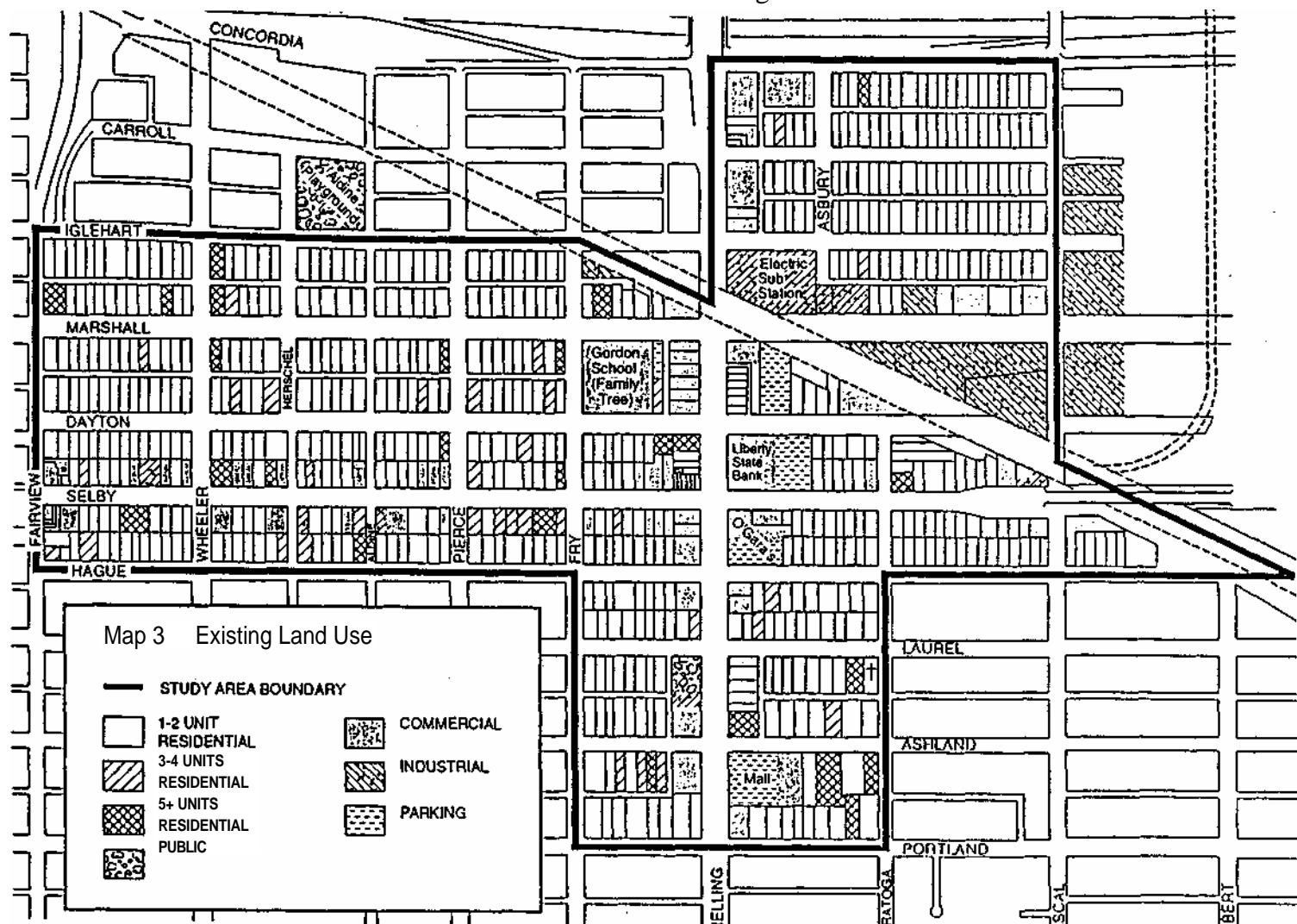
The study area consists of two main residential areas - one surrounding the Selby and Snelling avenue commercial corridors and a pocket in the northwest portion of the study area known as "Snelling Park". Snelling Park is a strong residential community despite being surrounded by industrial uses to the east and south, business on the west, and 1-94 to the north. Of the approximately 533 residential buildings in the study area, there are 388 single-family units, 88 duplex units, 32 buildings with three or four units, and 25 buildings with five or more units. The housing is generally in sound condition, although there is a need for basic maintenance and minor rehabilitation work throughout the study area. There are some pockets of deteriorating housing. Architectural styles of area houses represent the range of styles found in Saint Paul from the mid-1880's to the 1930's, including Queen Anne, Victorian, Pueblo, Tudor, Colonial, and Spanish Revival. Although some of the houses have suffered from a lack of maintenance and insensitive alterations, much of the original architecture remains.

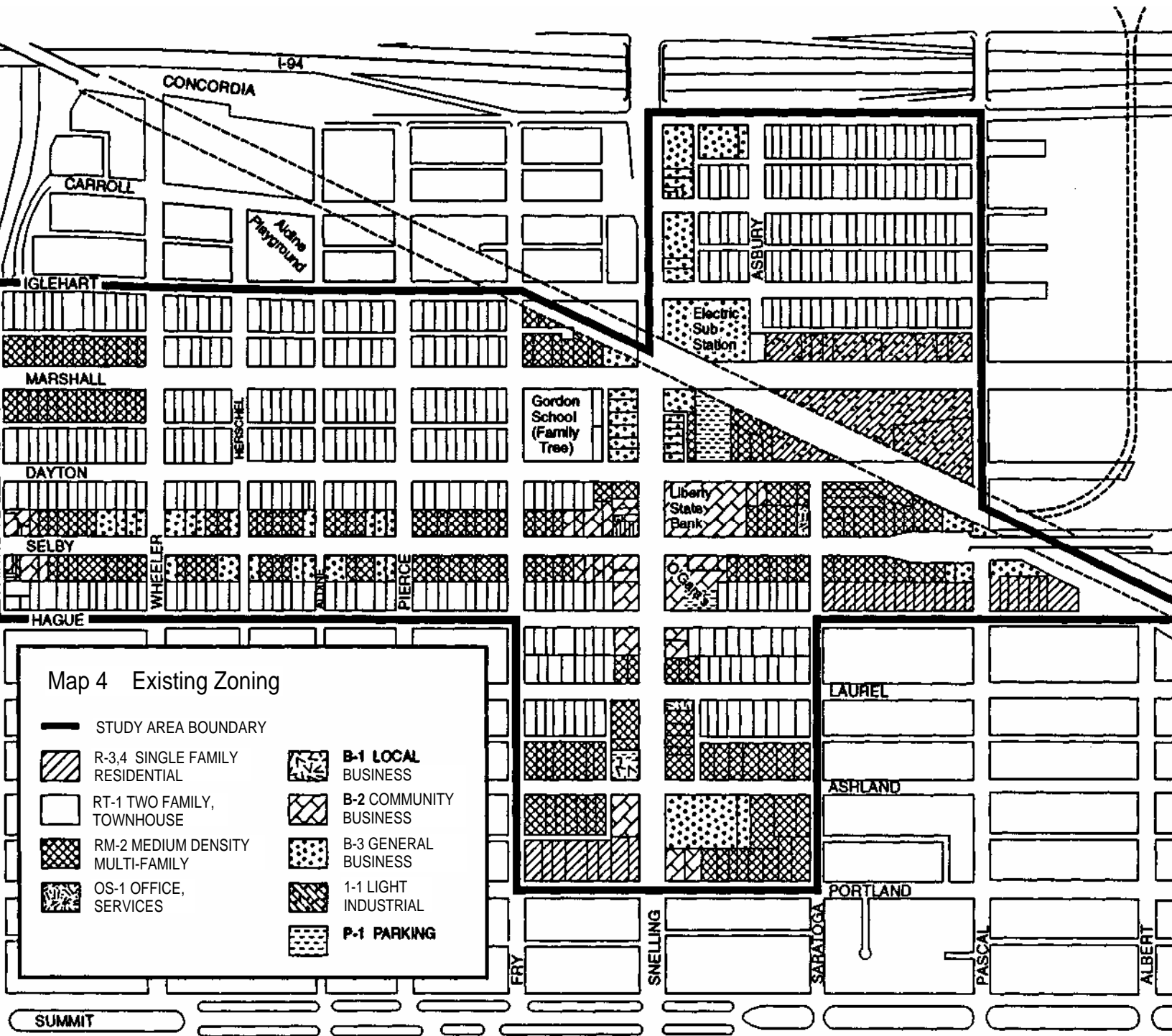
INDUSTRIAL

The study area contains seven light industrial uses along the northern border of the Milwaukee Railroad tracks. To the immediate east of the study area, east of No. Pascal Street, there are several industrial uses, some of which are heavy industrial uses. Although the Office of License, Inspection, and Environmental Protection has received some complaints related to these industrial uses (mostly truck noise), residents generally feel that Pascal Street serves as an adequate buffer. Pascal Street has been recently improved with new streets, curbs, lantern lights, and trees.

ZONING

The study area is generally characterized by a mix of RM-2 multi-family residential and B-2 and B-3 business districts along Selby and Snelling avenues, and RT-1 townhouse, R-3 and R-4 single family residential districts in the surrounding residential areas. There are small pockets of P-1 parking districts associated with Snelling Avenue businesses. The only 1-1 light industrial district in the study area lies to the north of the Milwaukee Road tracks, adjacent to the southern border of the Snelling Park residential neighborhood. There are no industrially zoned properties facing Snelling or Selby avenues. In general, the existing land use is consistent with the specified zoning districts.





y-Snelling Small Area Plan/ 40-Acre Study

MAJOR ISSUES AND NEIGHBORHOOD GOALS

At the beginning of the planning process, the task force identified strengths and weaknesses associated with the study area (see list in Appendix A). Using the strengths and weaknesses as a starting point, the task force discussed the problems and opportunities for this area, and what issues the small area plan should address. The strategies recommended in the plan are organized by three main issues:

COMMERCIAL DISTRICT

The Snelling Selby area is a thriving neighborhood commercial center. Its success is built on sufficient traffic to support destination shops and specialty shops, a diverse mix of businesses, a strong trade area, a good business organization, and strong commercial anchors. Its success is also due to continued cooperative efforts between area businesses, the Snelling Selby Business Association and area residents. This is evident, in part, by very successful shared parking arrangements, commercial crime prevention activities, and businesses that contribute to various community projects. In order to maintain this success, area businesses need to address the continued need for employee and patron parking, continue to diversify, promote the area locally and regionally, and continue to improve the appearance of the buildings and streetscape. Most of the strategies in the plan directly or indirectly relate to the continued success of the business community.

COMMERCIAL DISTRICT GOALS:

- Improve the image and appearance of the commercial district by developing attractive streetscapes and making building improvements.
- Increase patronage of local shops by local residents; attract businesses that serve local residents.
- Increase cooperation, understanding, and support between the Snelling-Selby Business Association, area residents, and the Merriam Park and Snelling Hamline Community Councils.

TRANSPORTATION

Because of its location near and access to major streets and Interstates 1-94 and I-35E, and the success of the commercial district, the Selby-Snelling neighborhood is facing a number of critical transportation issues. On the average, Snelling Avenue between I-94 and Selby Avenue carries over 45,000 vehicles per day, several thousands more than it is intended to carry. Continued monitoring and adjustment of traffic management is needed to ensure that traffic is flowing efficiently and safely, and that pedestrian and bicycle travel is safely provided for. Although additional parking spaces have been developed for businesses, a lack of parking continues to be a problem. Businesses need on-and off-street parking for employees as well as customers. Residences are experiencing both a lack of on-site parking for multi-family units and spill-over parking from the businesses.



- Ameliorate traffic problems without negatively affecting pedestrians, bicyclists, and residential and commercial uses.
- Address the need for on- and off-street parking for both commercial and residential uses.
- Encourage and support changes in the use of Ayd Mill Road that address and resolve traffic flow problems into and through the study area.

The neighborhood is also facing the start of two major transportation projects that will greatly affect its future - the determination of the future of Ayd Mill Road (via the Environmental Impact Statement process) and the reconstruction of the Selby Avenue bridge. The neighborhood believes any modifications to the present use of Ayd Mill Road must address and resolve traffic flow problems into and through the study area.

Because of the many benefits associated with bicycle use - decreased air and noise pollution, less infrastructure stress and repair, and increased personal health and fitness - the residents, business owners and property owners in the Selby-Snelling area are committed to encouraging more use of bicycles, particularly by commuters. Studies have shown that bicycle use increases when safe and convenient routes and support facilities, such as bike racks and lockers, are made available.

TRANSPORTATION GOALS:

- Encourage the development of an intermodal transportation system that safely and conveniently provides for pedestrian, bicycle, and vehicular travel.

NEIGHBORHOOD PRESERVATION AND MAINTENANCE

The Selby-Snelling neighborhood is strong and relatively stable. There is a strong business district, sound housing, good neighbor interaction, a strong sense of community, low crime activity, and good access to transit and major roads. Neighborhood marketing efforts are needed to retain and attract new families, businesses, and customers. To preserve neighborhood quality, efforts are needed to maintain, and in some cases rehabilitate, the housing stock; to improve the residential streetscapes by adding trees and historic lantern lighting; and to improve streets (paving, curbs, gutters) where needed. The study area is currently underserved by parks and open spaces. Aldine Park, located just north of the study area, is a valuable park resource, but it generally does not serve residents south of Marshall Avenue. Dunning Field is also a valuable resource, but it is not easily accessible due to its distance from the study area and to the physical barriers, such as the railroad tracks and Snelling Avenue, between it and the study area. To the east of the study area there is a community garden along Ayd Mill Road and Hamline Avenue and a tot-lot on Hague and Hamline avenues. Again, these two resources are not easily accessible due to the physical

barriers of Hamline Avenue and the Hamline overpass over Ayd Mill Road. There are no public open spaces in or adjacent to the study area. There is a need to develop both active and passive park areas within the study area boundaries and a need to develop safe and easy access from the study area to adjacent recreational resources such as the community garden along Ayd Mill Road and Hamline Avenue and the Hague tot-lot.

NEIGHBORHOOD PRESERVATION AND MAINTENANCE GOALS:

- Maintain the character of the Selby-Snelling area as a thriving neighborhood commercial center and a stable residential community for owners and renters of all income levels. Improve, with appropriate buffering techniques, the transitions between different uses. Integrate existing low and moderate density property uses within the neighborhood.
- Maintain and improve the housing stock.
- Maintain and promote the area as a safe place to live, work and shop.
- Improve residential streetscapes.
- Develop new park and recreational opportunities for area residents of all ages.
- Develop easy and safe access from the study area to adjacent recreational resources such as the community garden along Ayd Mill Road and Hamline Avenue and the Hague tot-lot.
- Recognize the importance of and need for area residents and businesses to work cooperatively in improving the Selby-Snelling neighborhood and addressing neighborhood concerns.



NEIGHBORHOOD IMPROVEMENT STRATEGIES

In order to work toward the goals outlined above and guide future development in the Selby-Snelling neighborhood, the Task Force developed the following recommendations. The recommendations are listed by issue area and are not necessarily listed in order of priority or importance. Since many strategies relate to more than one issue, an attempt has been made to keep duplications at a minimum by listing each strategy only under the most appropriate issue area.

COMMERCIAL DISTRICT

The zoning classification of properties facing Snelling Avenue in and adjacent to the study area should not be changed to permit industrial uses.

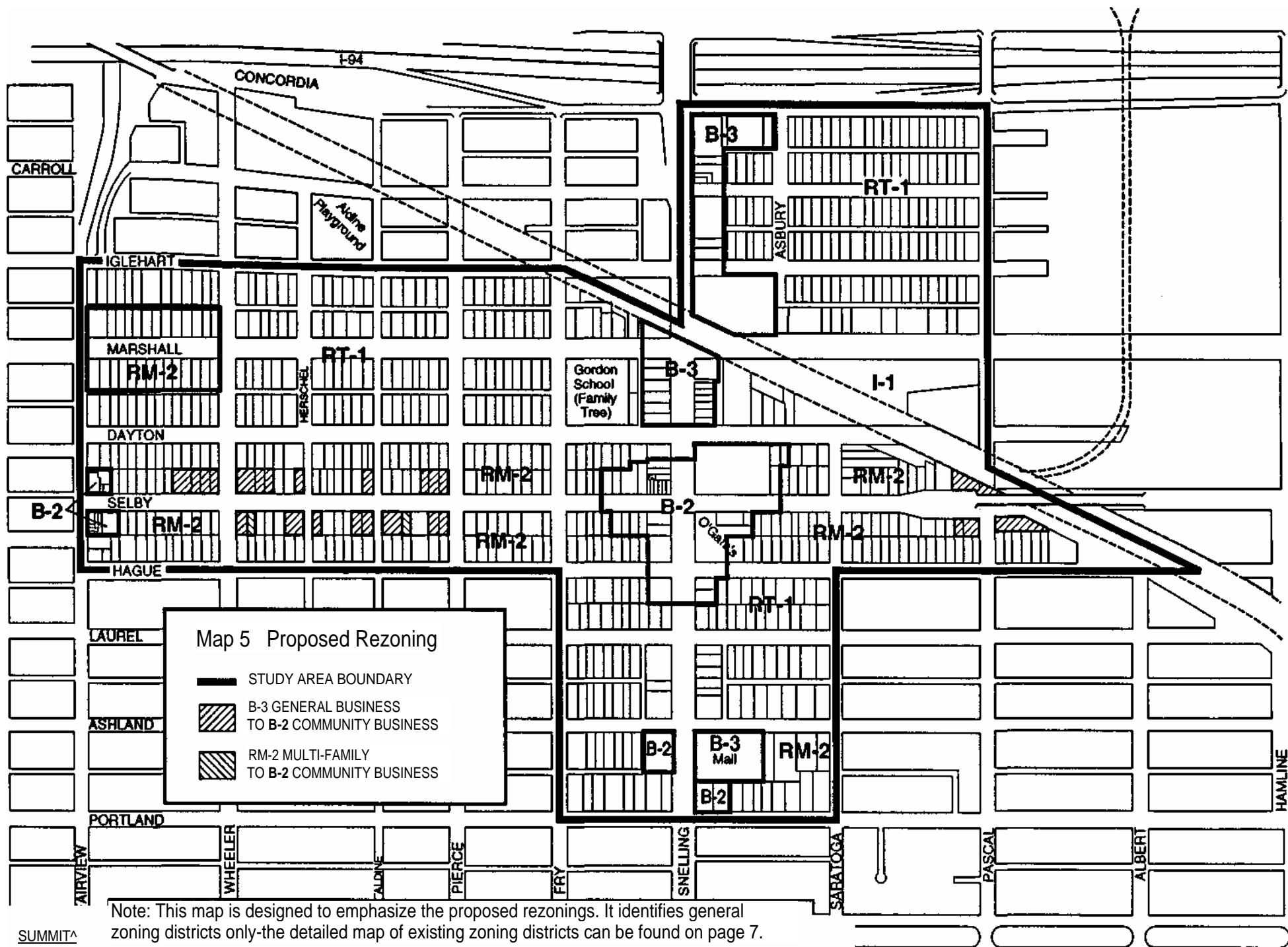
Implementation: Accomplished with plan adoption.

- 1. Maintain the mix of residential and commercial zoning and land use along Selby and Snelling avenues.** This strategy will reinforce existing land use patterns. The neighborhood wishes to strengthen the mixed-use character of Selby Avenue to the west of Snelling Avenue by implementing the various strategies found in this plan. The neighborhood would also like to preserve the mixed-use character to the east of Snelling Avenue, but recognizes that this area may change to a more commercial area in the future if there is a demand for additional commercial space. For now, it is important to preserve the condition of all the buildings on Selby Avenue.



- 2. Rezone properties zoned B-3 General Business on Selby Avenue to B-2 Community Business (see page 12).** Properties zoned B-3 General Business on Selby Avenue should be rezoned to B-2 Community Business, a less intense commercial zoning district, because of the residential nature of the surrounding area and to be more consistent with the types of existing commercial uses. The rezoning would prevent more intensive commercial uses from developing on Selby Avenue. (Note: The rezoning would apply to approximately 24 properties, most which contain B-2 business or less intensive uses; existing legal B-3 commercial and more intensive uses would remain or become legal non-conforming uses - future changes and expansions must be reviewed by the Planning Commission.) With this rezoning, Snelling Avenue becomes the focus of B-3 commercial development. This recommendation was also adopted as part of the 1978 Snelling Selby Commercial Improvement Plan, but never implemented.

Implementation: Accomplished with plan adoption.



3. **Renew the commitment to implement the "Design For Private Improvements" recommendations as adopted in the 1978 Snelling Selby Commercial Improvement Plan.** While much has been done to implement the plan, a renewed commitment is needed to complete implementation of the following plan recommendations:

- **Building fronts should be rehabilitated to their original character** (i.e. cleaning, painting, tuck-pointing, etc.) to restore the original character of these buildings, improve the appearance of the streets, and encourage pedestrian traffic.
- **A uniform sign ordinance should be adopted** that will build on the unique character of the area, improve its visual appearance, reduce sign clutter, provide sign consistency, provide for signs that fit with the buildings, and make the businesses clearly identifiable. The ordinance could also prohibit the addition of new billboards.
- **Shops should be encouraged to install awnings to strengthen the image of the business community.**
- **A specific range of colors should be selected for use in commercial areas** to unify image and enhance individual buildings.
- **Planters on the fronts of stores should be encouraged** to enhance individual buildings and the overall image.
- **Utilization of commercial space should be evaluated** to more efficiently use existing commercial space.
- **Encourage commercial property owners to improve the appearance of their property by making landscaping and building improvements.**

- **Encourage business owners to become active participants in the Snelling Selby Business Association.** Businesses on the north end of Snelling Avenue near the freeway are currently not well represented in the Association. (This recommendation was not part of the 1978 Commercial Improvement Plan.)

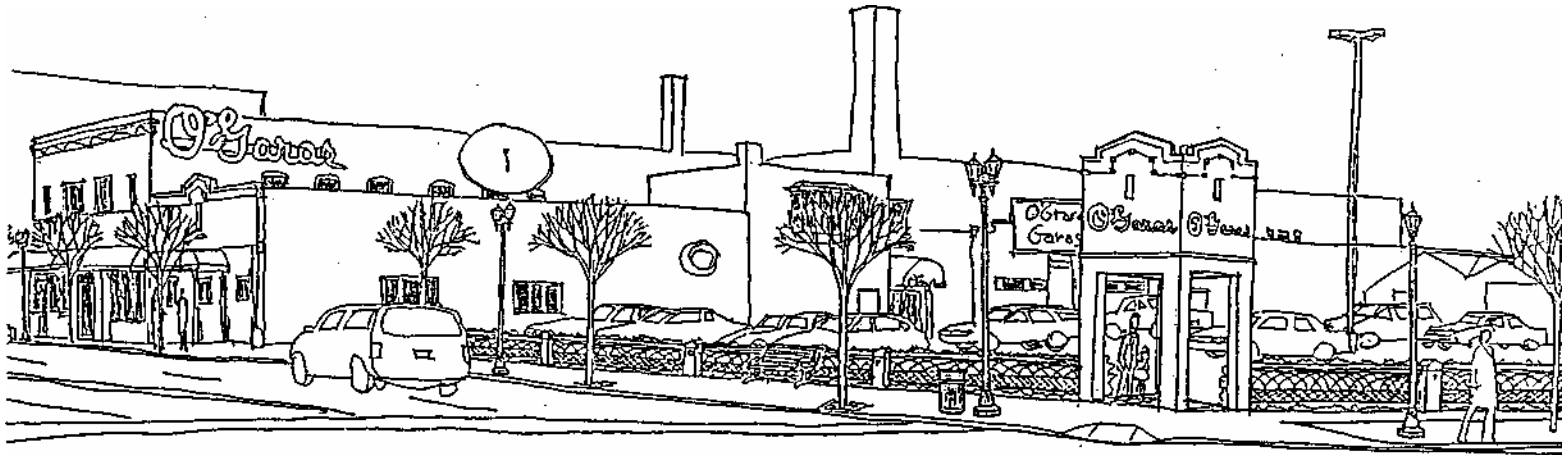
Implementation:

Business Owners
Snelling Selby Business Association
Saint Paul Department of Planning and Economic Development

4. **Implement the following commercial streetscape improvements:**

Note: The 1978 Snelling Selby Commercial Improvement Plan makes a number of recommendations related to commercial streetscape improvements and includes several sketches of proposed improvements. Some of those improvements have been made. However, some of the existing streetscape elements do not emphasize the historic character of the area, unify the residential and business areas, and some need repair or replacement. There is a need to rethink the design of the improvements. See page 14.

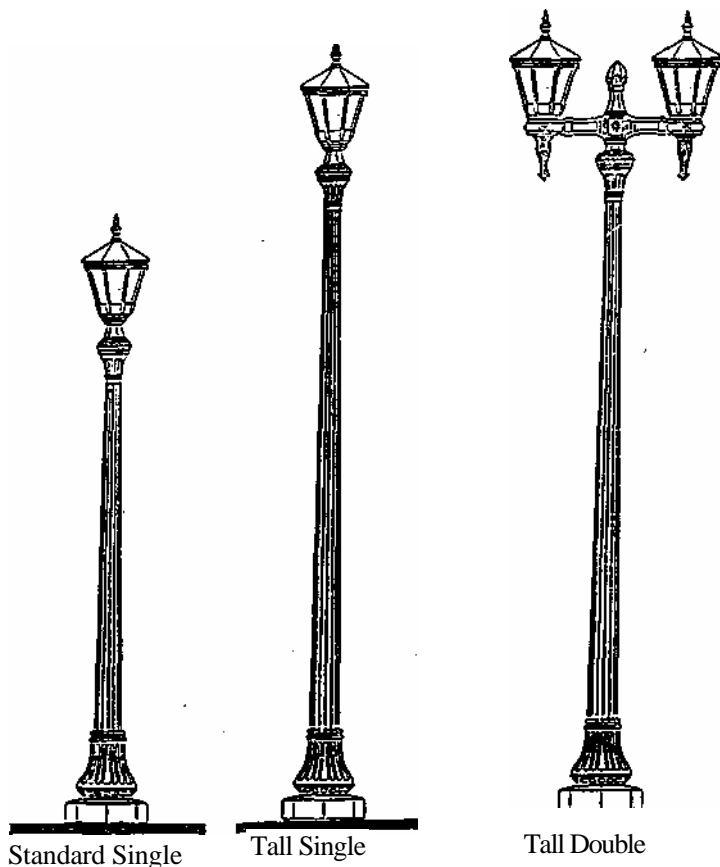
- **Plant street trees on Fairview, Selby and Snelling avenues where missing.** Trees add visual unity, soften the image of the business community, link the residential and commercial areas, and make the street more pedestrian-oriented.



The sketches on this page are originally from the 1978 Selby-Snelling Commercial Improvement Plan. They have been modified to illustrate possible implementation ideas for some of the recommendations in this plan including street trees, lantern lights, street furniture, landscape buffering for parking lots, and re-use of the Selby Avenue Bridge decorative railing.



- Install tall single lantern historic lighting on Selby Avenue from Fairview to the Selby Avenue bridge. Currently, much of Selby Avenue in the study area has an inadequate lighting system. The recommendation is to install tall single lantern lights because standard single lantern lights would not adequately light the street due to its width and tall double lantern lights would require property owners to pay an operating assessment. The proposed lantern style lighting system is consistent with the lighting system that currently exists in the surrounding residential areas and on Selby Avenue from Lexington Avenue to John Ireland Boulevard. The Lexington-Hamline Small Area Plan adopted by the City Council in March 1993 recommends the installation of similar lantern style lighting on Selby Avenue from the Selby Avenue bridge to Lexington Avenue. It is also consistent with lighting that will be installed as part of the new Selby Avenue Bridge.



- Install historic lantern lighting on Snelling Avenue from 1-94 or Marshall Avenue to Summit Avenue. Currently, Snelling Avenue has adequate lighting throughout the study area consisting of tall and bent straw poles. There are also double globe lights at the intersection of Snelling and Selby Avenues which were installed around 1980. The task force discussed two options for lighting on Snelling Avenue:

1. Combine single lantern lights with the existing tall pole system (this combination system exists on Grand Avenue near Dale Street); or
2. Take out the current system and install double tall lantern lights.

Note: The task force is not recommending that the lighting installed in 1980 at and near the intersection of Snelling and Selby avenues be replaced at this time. They are recommending that when it is appropriate to replace that lighting, historic lantern lights, as described above, be installed in their place.

- Install street furniture (trash receptacles, benches) on Selby and Snelling avenues that is compatible with the character of the business community and emphasizes the area's historic character. Before any street furniture is installed, there should be a maintenance agreement between property owners and the City of Saint Paul. Deteriorated street furniture should be repaired or removed.



Bench
front elevation



Trash Container



end elevation (backless) end elevation

Implementation:

Merriam Park and Snelling Hamline
Community Councils
Snelling Selby Business Association
Saint Paul Department of Public Works
Saint Paul Division of Parks and Recreation
Saint Paul Department of Planning and
Economic Development

5. **Promote and utilize the City's small business assistance programs** to improve storefronts and streetscapes, increase parking, and assist with organizing and promoting the commercial area. The *Neighborhood Partnership Program* provides loans and grants for improvement projects to non-profit business and residential organizations. *Project COMPETE, Saint Paul!* provides assistance to business associations to develop programs to promote and manage commercial strips and ensure coordination of PED programs to improve commercial areas. The *Commercial Rehabilitation Loan Program* provides low interest loans to small and medium businesses in conjunction with conventional financing for fixed improvements to commercial properties. Promotion of the programs could be done by sponsoring informational forums which bring the various players together and by distributing information to local businesses through the Business Association.

Implementation:

Business Owners
Snelling Selby Business Association
Saint Paul Department of Planning and
Economic Development
Merriam Park and Snelling Hamline
Community Councils

6. **Develop a public gathering space along the commercial portion of Selby Avenue, such as a plaza or pocket park.**

Implementation:

Snelling Selby Business Association Merriam
Park and Snelling Hamline Community
Councils Saint Paul Department of Public
Works

7. **Improve the appearance of vacant land and buildings on Selby and Snelling avenues; develop attractive interim uses.**
Unattractive and unsafe vacant buildings and properties discourage pedestrian traffic and detract from the visual image of the street. Interim uses, such as open space, play space, or community gardens, could be developed until permanent uses are established.

Implementation:

Business Owners
Area residents
Merriam Park and Snelling Hamline
Community Councils

8. **Improve transition between commercial and residential uses.** Most nonresidential uses in the study area abut residential uses. Efforts should be made by both business and residential property owners to adequately screen adjacent uses (both existing and future uses) - including parking lots - with landscaping, fencing and other screening techniques. The Liberty State Bank parking lot on Dayton Avenue provides a good example.

Implementation:

Business and residential property owners
Saint Paul Department of Planning and
Economic Development (site plan review)

9. **Maintain existing and develop additional shared parking arrangements between area businesses.** Current shared parking arrangements, such as those between O'Gara's, Liberty State Bank and the Sweatshop, have proven successful in helping to alleviate parking problems for residents as well as business employees and

patrons. It also serves to bring area businesses and residents together to work cooperatively in solving their problems.

Implementation:

Snelling Selby Business Association
Business Owners

10. **Identify and develop additional off-street parking sites.** Although a great deal of progress has been made in alleviating the problem of off-street parking shortages, additional spaces are still needed, particularly on the west side of Snelling Avenue. The Snelling Selby Business Association has identified a potential site for twenty additional off-street parking spaces. Financing sources must be explored and secured. Other potential parking lots should be explored. While the City's *Places To Park Program* was developed to increase the supply of commercial parking for neighborhood commercial strips, current funding for the program is extremely limited, and future funding is uncertain. Private development of parking can be much less costly because private entities do not have to pay for housing relocation and replacement expenses.

Implementation:

Snelling Selby Business Association
Business Owners
Saint Paul Department of Planning and Economic Development

11. Participate in the development of the "Commercial Parking Regulations for Traditional Neighborhoods".

Commercial strips from the streetcar era typically have insufficient employee and customer parking. This demand spills into the adjacent residential community, creating conflicts with residents. In 1991, the City Council asked the PED Planning Division to recommend regulatory changes in parking requirements that would help ease such parking conflicts. The Planning Commission released a draft set of proposed recommendations to the community for review and comment in late 1992. The neighborhood should continue to work with City staff and the Commission as recommendations are further refined.

Implementation:

Merriam Park and Snelling Hamline
Community Councils Snelling Selby
Business Association Saint Paul
Department of Planning and Economic
Development



12. Mark major entrances to the neighborhood.

Major entrances include Concordia/Snelling or Marshall/Snelling and Snelling/Summit intersections. Other main entrances to the neighborhood include Selby/Fairview, Selby/Pascal, and Marshall/Fairview intersections. The task force did not specify how the entrances should be marked. Possibilities include tall double-lantern lights, banners, or other signage (neighborhood logo); design studies of the alternatives should be conducted.

Implementation:

Merriam Park and Snelling Hamline
Community Councils Saint Paul Department
of Public Works Saint Paul Department of
Planning and Economic Development

13. Expand commercial crime prevention efforts.

The Snelling Selby Business Association has developed a business network system whereby business owners contact other owners when there has been criminal activity. Such efforts should be expanded by adding businesses to the network and working with the Police on making businesses more safe and secure. Security audits and seminars can be conducted.

Implementation:

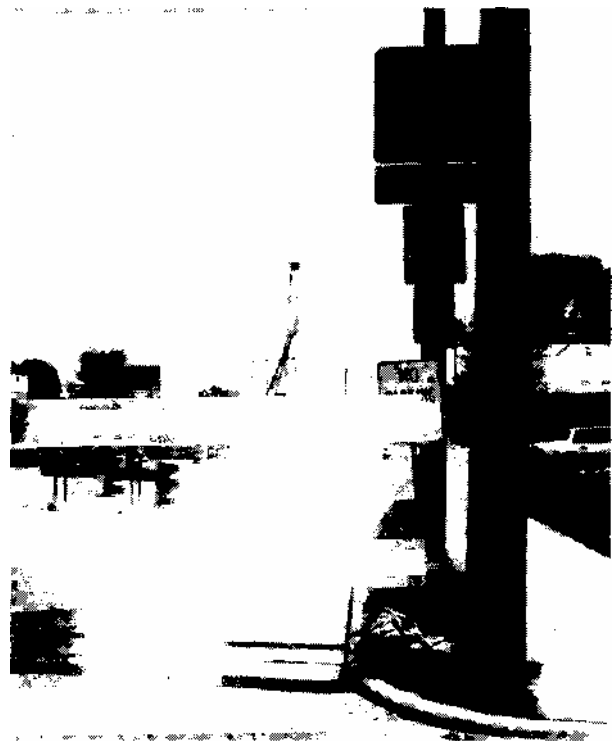
Business Owners
Snelling Selby Business Association
Saint Paul Police Department

Road. Bump-outs have proven effective for pedestrian safety and slowing traffic at the Selby-Snelling intersection. The bump-outs were originally scheduled to be installed during the spring of 1992.

Implementation:

Saint Paul Department of Public Works

- 15. Support and participate in the Environmental Impact Statement (EIS) process for Ayd Mill Road.** At the very least, the issues of traffic flow, access, environmental impacts, parks and open spaces, design and safety (including speed), and bike lanes should be addressed in the process. (This does not preclude the investigation of other required issues or issues that surface during the process.)



The Ayd Mill Road EIS Task Force will begin meeting in the fall of 1993 to analyze possible future road alternatives. The reconstruction of the Selby Avenue Bridge (background) began in the spring of 1993.

TRANSPORTATION

14. Construct traffic bump-outs at the intersection of Selby and Saratoga avenues.

This would serve to signal drivers to slow down as they enter or exit from Ayd Mill

Both the north and south ends of Ayd Mill Road should be analyzed and planned for during the EIS so that traffic flow problems are addressed and resolved for both the north and south ends. Monitoring of and participation in this process will give the neighborhood a role in identifying and addressing impacts.

Implementation:

Saint Paul Department of Public Works Saint Paul Department of Planning and Economic Development Minnesota Department of Transportation Merriam Park and Snelling Hamline Community Councils

16. **Work with the Metropolitan Transit Commission (MTC) to determine the best routes and time schedules for the #21 bus route.** The neighborhood has held initial discussions with MTC representatives regarding the current route and time schedule. Once current ridership data is available, alterations to the route should be discussed by MTC and the neighborhood. In addition, once the Selby Avenue bridge reopens and decisions regarding Ayd Mill Road are made, there will be a need to revisit routes and times. The neighborhood should also work with the City of Saint Paul on their "Access to Transit" study, part of the new Transportation Policy Plan currently being developed.

Implementation:

Metropolitan Transit Commission
Merriam Park and Snelling Hamline
Community Councils
Saint Paul Department of Planning and
Economic Development
Saint Paul Department of Public Works

17. **Encourage area business to promote carpooling and bus ridership.** MTC offers several ways for businesses to promote bus ridership and carpooling. They include becoming a convenience fare location where employees and customers can purchase punch cards and monthly passes (business are paid a small commission); providing carpooling information to their employees; subsidizing monthly bus passes as part of a benefit package; and/or displaying MTC advertising posters in their businesses.

Implementation:

Metropolitan Transit Commission
Business Owners
Snelling Selby Business Association

18. **Continue to monitor traffic volumes and patterns in the area and report problems to Public Works immediately** so that adjustments can be made to the traffic management system. In such a high-volume traffic area, this will be especially important once the Selby Avenue bridge reopens and decisions are made regarding Ayd Mill

Road. Any modification to the use of Ayd Mill Road must address and resolve the traffic flow problems into and through the study area.

Implementation:

Saint Paul Department of Public Works
Merriam Park and Snelling
Hamline Community Councils



19. **Increase enforcement of speed limits on Concordia, Ashland and Portland Avenues.** Speeding has been identified as a particular problem on these streets in and adjacent to the study area. Concordia Avenue serves as a freeway frontage road although it also functions as a neighborhood residential street for the residents who live on and near it. Residents have noticed an increase in speeding traffic on both Ashland and Portland avenues in the study area. This poses a particular threat to the increasing number of children who live and play in these areas.

Implementation:

Saint Paul Police Department Merriam Park and Snelling Hamline Community Councils

20. **Continue to monitor and participate in the light rail transit (LRT) planning and siting process for the Midway Corridor for its impacts on the study area.** As currently configured, LRT tracks and station platforms would be located in a widened median of reconstructed 1-94 from approximately Fairview Avenue to Western Avenue. Stations are planned at Snelling Avenue, Lexington Parkway, and the north side of 1-94 near Prior and Cleveland avenues. Monitoring of and participation in the LRT planning and design process will give the neighborhood a role in identifying and addressing issues of concern to the neighborhood.

Implementation:

Merriam Park and Snelling Hamline Community Councils
Ramsey County Regional Rail Authority

21. **Improve neighborhood residential streets.**

Many of the streets need new curb and gutters and lantern lights, while others still have an oiled surface. Single lantern lights currently exist on all residential streets west of Snelling Avenue in the study area except on Fairview Avenue. To the east of Snelling Avenue, lantern lights are not located on Concordia, Hague and Laurel Avenues, Saratoga Avenue between Selby and Ashland avenues, and on Pascal Avenue south of Selby Avenue. The street lighting system is inadequate for most of the above listed streets east of Snelling Avenue. According to the City's 20-year street paving program, all oiled streets will be improved between 1996 and 2005 (those done in conjunction with sewer separation will be done prior to 1996; the study area has been sewer separated). Property owners can petition the City to have improvements done earlier than the City's schedule; however, they will be assessed for 100% of the costs as opposed to the 25% program rate.

Implementation:

Saint Paul Department of Public Works
Property Owners



22. **Reduce the number of curb cuts along the mall located on Snelling Avenue between Ashland and Portland avenues, designate one as "enter" and one as "exit" and/or install stop signs at the exits.** Currently there are three unmarked curb cuts on Snelling Avenue and one on Ashland Avenue. This causes confusion, congestion, and a safety hazard for drivers and pedestrians.

Implementation:

Affected property owner(s)
Saint Paul Department of Public Works

23. **Implement the following bicycle-related recommendations:**

- **Establish a designated north/south bicycle route and other bike lanes and paths that serve as linkages to other bike lanes and paths.** There is a particular need to develop a north-south bike route in or near the study area, especially now that the reconstruction of Lexington Parkway will not include bike lanes. It is recognized that Snelling Avenue will probably not make a safe north-south bike route. The Task Force hopes that the inclusion of bicycle lanes on Ayd Mill Road will be assessed during the EIS process (see recommendation #15, page 18).



- **Ensure that the reconstruction of all bridges and streets includes or can accommodate bike lanes or paths.** Scheduled projects in the City's Program for Capital Improvements for 1992-2001 include the reconstruction of Marshall Avenue from Snelling to Victoria, the Selby Avenue Bridge, Ayd Mill Road, the Hamline bridge over Ayd Mill Road, the Fairview bridge over 1-94, and the Pascal bridge over 1-94. (Note: The Marshall Avenue reconstruction between Cretin and Fry avenues does not include provision for bike lanes.)
- **Undertake information and marketing efforts, such as signage and route information distribution, to educate bicyclists and motorists about nearby bikeways, the rights and responsibilities of bicyclists, and the benefits associated with this mode of transportation.** Signage should conform to citywide policy for bicycle signage and informational materials should be consistent with and supplement those done on a citywide basis.
- **Provide bicycle support facilities, such as bike lockers and racks, where safe and appropriate in the study area.** Studies have shown that bicycle use increases where there are safe and convenient support facilities. Business should be encouraged to provide lockers and racks for employee and customer use.
- **Support the efforts of the recently established Bicycle Advisory Board (BAB).** The mission of the BAB is to promote safe bicycling and development of a citywide network of bicycle paths and routes.
- **Support the inclusion of a Comprehensive Bike Plan in each of the two new Comprehensive Plan chapters (Transportation Policy Plan and Parks and Recreation Plan) and participate in their development.**

Implementation:

Merriam Park and Snelling Hamline
Community Councils
Saint Paul Bicycle Advisory Board
Saint Paul Department of Planning and
Economic Development
Saint Paul Division of Parks and Recreation
Saint Paul Department of Public Works
Snelling Selby Business Association
Business Owners
Saint Paul Parks and Recreation
Commission
Saint Paul Planning Commission
Saint Paul City Council

response to the parking associated with bus park-n-riders and business spill-over. Area residents should continue to monitor and assess the need for additional residential permit parking areas, especially if the area is designated as a "pedestrian oriented neighborhood commercial district" as proposed in the draft "Commercial Parking Regulations for Traditional Neighborhoods" (see recommendation #11, page 17).

Implementation:

Residents
Merriam Park and Snelling Hamline
Community Councils
Saint Paul Department of Public Works

NEIGHBORHOOD PRESERVATION AND MAINTENANCE

24. Maintain residential permit and time-restricted parking where it currently exists and monitor the need for additional permitted and restricted parking areas.

Residential permit parking was established in the residential areas adjacent to O'Gara's as a way to address parking problems associated with the business' expansion in 1986.

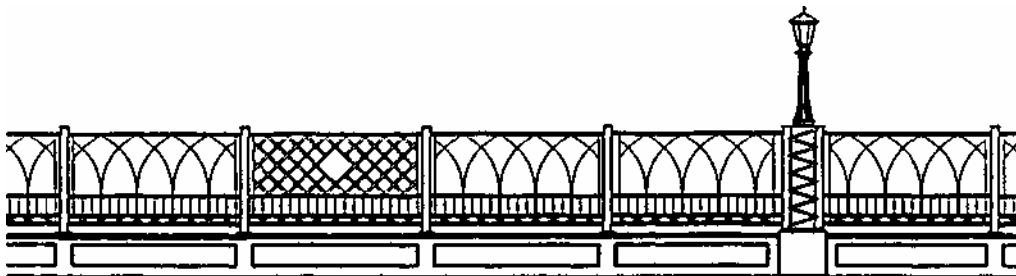
Residents in the area have been satisfied with the results of the permit parking program.

Residents in the Snelling Park neighborhood have successfully petitioned the City to establish a combination of time-restricted and residential permit parking in their area in

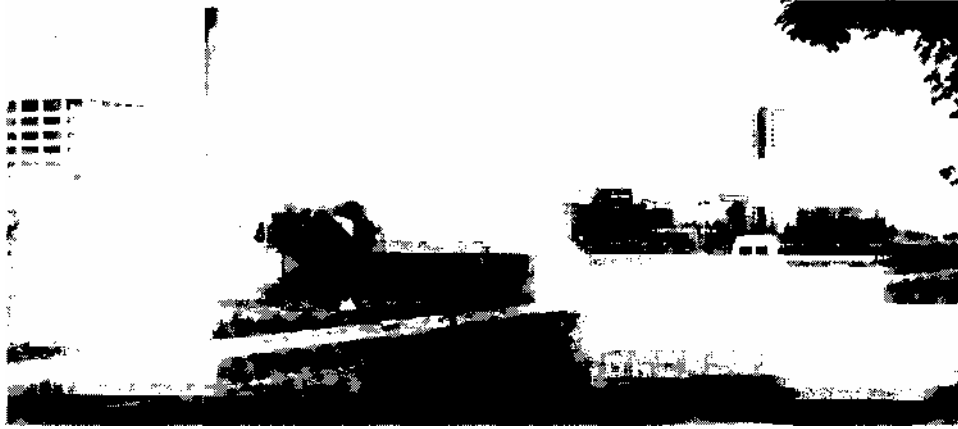
- 25. Explore ways to reuse the salvaged decorative railing from the existing Selby Avenue Bridge in neighborhood improvement projects.** Possible locations include the intersection of Snelling and Marshall Avenues, along commercial property lines as a buffer from residential areas or where buildings are missing, or along parking lots as a landscaping buffer. Residents are encouraged to contact Art Werthausen, Public Works Bridge Section, with ideas and questions regarding the salvaged decorative railing.

Implementation:

Merriam Park and Snelling Hamline
Community Councils Saint Paul Department
of Public Works Saint Paul Division of Parks
and Recreation Saint Paul Department of
Planning and Economic Development



This new Selby Bridge will replicate the old railing pattern and add some new design elements.



26. Improve the streetscape of Concordia

Avenue by planting street trees and shrubs and installing historic lantern lighting.

Explore the possibility of planting shrubs, native plantings and/or trees along the freeway (north) side of Concordia Avenue to buffer the impact of 1-94 (examples of this can be found along 1-94 to the east and west of the study area). The intent is to treat Concordia Avenue more like a residential street rather than just a freeway frontage road. The proposed improvements should orient drivers and passengers to the neighborhood rather than the freeway, smooth the transition between the two uses, slow traffic, and improve the appearance of the street.

Implementation:

Saint Paul Department of Public Works Saint Paul Division of Parks and Recreation Minnesota Department of Transportation

Implementation:

Merriam Park and Snelling Hamline Community Councils

28. Promote and utilize various City, State, and non-profit housing programs.

A variety of housing programs have been developed to address a range of housing needs, including ownership assistance for low and middle income families, rehabilitation assistance for owner-occupied and rental properties, and technical assistance with housing finance and improvement issues. Again, the survey on housing conditions and needs will help determine which programs are most needed in the Selby Snelling area. Program information is available from the Neighborhoods and Housing Division of PED, the Housing Information Office, nonprofit housing development organizations, and the Minnesota Housing Finance Agency for distribution to area residents and landlords.

Implementation:

Saint Paul Department of Planning and Economic Development Merriam Park and Snelling Hamline Community Councils

27. Conduct a resident survey of interior and exterior housing needs and conditions.

Although there are obvious signs of exterior improvement and rehabilitation needs, more detailed information is needed. There is no current information on interior improvement needs. Once the neighborhood knows its housing improvement needs, it can link up with City or other available home improvement programs. The survey could take the form of a questionnaire that is mailed to all houses in the neighborhood.

29. Identify pockets of deteriorating or marginal housing for the targeting of rehabilitation and revitalization resources.

Once the pockets of housing are identified, they should be prioritized, and explanations provided as to why it is important to this

neighborhood, and to the city as a whole, to rehabilitate those particular pockets of housing. When this process is complete, the neighborhood can apply for the City's rehabilitation programs and negotiate with the City to target some home improvement resources to those areas. The neighborhood should work with Fire Prevention and Public Health to assist residents and property owners in resolving their code enforcement issues. Potential pockets include Concordia Avenue and Selby Avenue east of Snelling Avenue. Again, the residential survey on housing needs and conditions can help the neighborhood identify where to concentrate rehabilitation resources (see recommendation #27, page 23).

Implementation:

Merriam Park and Snelling Hamline
Community Councils
Saint Paul Department of Planning and
Economic Development
Saint Paul Fire Prevention
Saint Paul Division of Public Health

30. Work with the Saint Paul Association of Area Realtors (SPAAR) and local realtors on neighborhood marketing strategies.

Brochures with neighborhood information should be developed and distributed to realtors active in the area and to prospective residents and business patrons. Homes in the Selby-Snelling neighborhood should be included in the annual spring Mpls./St. Paul Home Tour. In addition, special tours for just the Selby-Snelling neighborhood could be arranged.

Implementation:

Saint Paul Association of Realtors
Local Realtors
Merriam Park and Snelling Hamline
Community Councils
Saint Paul Department of Planning and
Economic Development

31. Promote classes offered through the Saint Paul Home Improvement Program (HIP).

This is a joint City of Saint Paul and Saint Paul School District program offered through Community Education that offers a variety of home improvement and financing classes at little or no cost. Classes can be tailored to the special needs of a certain neighborhood or population group. The survey on housing conditions and needs would help identify which classes are most needed (see recommendation #27, page 23).

Implementation:

Saint Paul Home Improvement Program
Property Owners, Area Residents Merriam
Park and Snelling Hamline Community
Councils

32. Encourage new construction and substantial rehabilitation of housing to be compatible with the height, mass, orientation, and quality of construction of the surrounding properties, including the retention or addition of architectural features that help maintain the character of the neighborhood.

Implementation:

Merriam Park and Snelling Hamline
Community Councils
Saint Paul Office of Licenses, Inspections,
and Environmental Protection
Saint Paul Department of Planning and
Economic Development (site plan review)

33. Designate the Richards Gordon School at 1619 Dayton Avenue as a local heritage preservation site and a National Register site.

This site was determined to be eligible for local and National Register designation in the 1983 "Historic Sites Survey of Saint Paul and Ramsey County". The Beaux Arts-inspired public building, built in 1911, is a landmark in the Selby-Snelling community.



Implementation:

Saint Paul Heritage Preservation
Commission and City Council Minnesota
State Historic Preservation Office

34. Maintain and expand residential block clubs.

Work with the Police Crime Prevention staff
and the Merriam Park and Snelling Hamline
Community Councils in organizing and
maintaining residential block clubs.

Implementation:

Merriam Park and Snelling Hamline
Community Councils Saint Paul Police
Department - Crime Prevention Program

35. Conduct a comprehensive analysis of the area's population and recreational needs to determine what type and where new park facilities and open space areas should be developed. The Selby-Snelling study area is currently underserved by all types of park and recreational facilities according to current park distribution standards. The study area includes individuals of all age groups. With a variety of competing recreational needs, the task force feels

there should be a comprehensive analysis of the area's population and its recreational needs. Once recreational needs are identified and prioritized, Capital Improvement Budget and Neighborhood Partnership Program proposals for desired park facilities should be submitted to the City. Due to limited resources for City acquisition and development, the neighborhood should explore private development options such as fund raising, land acquisition and donated materials. There will be a need to work out maintenance and liability issues. The Ayd Mill Road area is strongly viewed as the only possible opportunity to develop much needed new recreational and open space areas and must be considered as a valuable resource to the study area. The task force believes the Ayd Mill Road EIS process will provide an opportunity to explore developing recreational opportunities as they relate to various Ayd Mill Road alternatives.

Implementation:

Area residents and property owners
Merriam Park and Snelling Hamline
Community Councils
Saint Paul Department of Parks and
Recreation
Saint Paul Parks Plan Task Force

36. Review existing standards for parks and open space distribution in developing the new City Parks Plan, currently being developed by a special task force of the City's Parks and Recreation Commission. This plan, which should be completed in public review form in late 1993, will include standards for locating and prioritizing various park and open space facilities. Physical barriers, such as Snelling Avenue and the density of development, are factors that should be considered when assessing the need for and location of new facilities. According to current standards, the study area is underserved by park facilities.

Access improvements are needed for easy and safe access for residents from the study area to recreational resources outside the study area such as the community garden along Ayd Mill Road and Hamline Avenue, the Hague tot-lot, Dunning Field and Aldine playground.

Implementation:

Saint Paul Parks and Recreation
Commission
Saint Paul Parks Plan Task Force

37. **Because Dunning Field is a valuable recreational resource for residents of the Selby-Snelling area, support the strategies related to the improvement of Dunning Field as adopted by the City Council in the Lexington Hamline Small Area Plan and 40-Acre Study.** They include:

- Improving the Griggs Street entrance;
- Increasing the size of the Dunning Field Recreation Center building in order to provide a wider range of activities and make it more of neighborhood gathering place;
- Replacing the play equipment;
- Refurbishing the baseball stadium; and
- Working with the Community Education Center and appropriate Parks and Recreation staff to provide broader recreational, cultural, and educational activities for neighborhood children.

Implementation:

Accomplished with plan adoption.
Merriam Park and Snelling Hamline
Community Councils

PRIORITIES FOR IMPLEMENTATION

To facilitate implementation of the small area plan strategies, the task force identified a "short list" of priorities for action over the next 1-2 years. Priorities were determined by assigning point values to each task force member's top five implementation strategies. The top three strategies are listed below, in order of descending importance. The task force understands that, while actual implementation of some of these strategies may be 3-4 years into the future, now is the time to solicit funding for them through the City's budget process and other sources.

HIGHEST PRIORITIES

Strategy #15:

Support and participate in the Environmental Impact Statement (EIS) process for Ayd Mill Road. See page 18 for details.

Strategy #35:

Conduct a comprehensive analysis of the area's population and recreational needs to determine what type and where new park facilities and open space areas should be developed. See page 25 for details.

Strategy # 4:

Implement the following commercial streetscape improvements:

- Plant street trees on Fairview, Selby and Snelling avenues where missing;
- Install tall single historic lantern lighting on Selby Avenue from Fairview to the Selby Avenue bridge;

Install historic lantern lighting on Snelling Avenue from 1-94 or Marshall Avenue to Summit Avenue;
Install street furniture (trash receptacles, benches) on Selby and Snelling avenues. See page 13 for details.

OTHER PRIORITIES

The following strategies were also identified by task force members as important for implementation in the next 1-2 years, but they were given fewer points than the three strategies listed above. They are listed in order of descending number of points.

#23: Implement various bicycle-related strategies-page 21;

#27: Conduct resident survey on interior and exterior housing conditions...page 23;

#2: Rezone properties zoned B-3 General Business on Selby Avenue to B-2 Community Business...page 11;

#22: Reduce curb cuts along the mall on Snelling Avenue between Portland and Ashland...page 21;

#8: Improve the transition between commercial and residential uses...page 16;

#28: Identify pockets of deteriorating housing and target rehabilitation and revitalization resources there.-.page 23;

#10: Develop additional off-street parking spaces.-.page 17;

#19: Increase enforcement of speed limits on Concordia and Portland avenues...page 20;

#21: Improve residential streets...page 20;

#5: Promote and utilize various small business assistance programs...page 16;

#20: Monitor and participate in the LRT planning and siting process...page 20;

#36: Review existing standards for locating park and recreational facilities—page 25;

#31: Promote classes offered through the Saint Paul Home Improvement Program page 24.

MONITORING PLAN

The Merriam Park and Snelling Hamline Community Councils should take primary responsibility for monitoring the progress on these recommended strategies. The Selby-Snelling Small Area Plan Task Force should reconvene with city staff one year after the City Council adoption of the Plan to revisit the recommendations, check on their status, revise any strategies if necessary, and generate new momentum for the continuing implementation of the strategies.

APPENDIX A NEIGHBORHOOD STRENGTHS AND WEAKNESSES

The task force identified the following strengths and weaknesses associated with the study area:

Strengths/Opportunities

- * Housing overall is in sound condition.
- * Access to freeway.
- * Successful mixed uses of small and medium-sized residential buildings and small businesses.
- * Cottage industries.
- * Best shared parking in the city - near Selby and Snelling.
- * Liberty State Bank - good neighbor and draw to community.
- * Human scale of buildings - nothing larger than four stories.
- * Strong concentration of locally-owned small businesses.
- * Nice style of homes.
- * Not a lot of Police activity.
- * Access to mass transit.
- Concentration of antique stores of Fairview and Selby avenues.
- Good neighbor interaction, sense of community.
- Property values have been increasing in the area.
- Mix of population ages.
- * Not a lot of vacant, underutilized land.
- Elderly residents generally live in well-maintained housing.

Weaknesses/Threats

- * Pockets of housing need maintenance and rehabilitation.
- Scattered blighted commercial and industrial properties.
- Local junkyard.
- Lack of on- and off-street parking, especially for multi-family residential buildings.
- Higher turnover of some commercial buildings on Selby and Snelling Avenues, some hard-to-rent business sites.
- * Poor lighting and aesthetics on Selby Avenue.
- * Recent rash of crime activity.
- * Rooming house at 175 Fairview Avenue has a history of code violations related to the number of persons residing there.
- * Traffic on Selby Avenue (good for business, but creates problems).
- * Absentee landlords.
- * Selby Avenue seems to be at the breaking point in terms of traffic capacity and flow, building conditions, and overall livability.
- * Lack of parks and open spaces.

APPENDIX B

SUMMARY OF THE 1978 SELBY-SNELLING COMMERCIAL IMPROVEMENT PLAN

Purpose:

In 1977, the Merriam Park Neighborhood Housing Services, Inc. received a \$10,000 grant from the National Endowment for the Arts to do a study of the Selby-Snelling business area. The Community Design Center, a non-profit organization, was chosen to provide design and technical assistance. The goals of the study are to 1) recommend ways of making the Selby-Snelling business area more viable; 2) recommend ways of making the area more attractive; and 3) recommend ways of making the area more compatible with the surrounding residential neighborhood.

Recommendations:

General Neighborhood Planning

1. Downgrade B-3 zoning on Selby Avenue to B-2 zoning to prevent intensive commercial uses from developing.
2. The amount of commercial space should not be increased to use existing space more efficiently.

Design For Public Spaces

3. Enforcement of time restrictions for on-street parking should be tightened to make on-street, short-term parking more available to customers.
4. Time restrictions for on-street parking should be simplified to reduce confusion.
5. Undertake campaign to encourage employees not to park in on-street spots to make on-street, short-term parking more available to customers.
6. Existing off-street parking areas should be improved to operate more efficiently to relieve customers and employee parking problems.
7. New off-street parking should be provided to relieve customers and employee parking problems.
8. Buffers between existing parking and housing should be made to screen residential areas from parking lots.
9. New light fixtures should be installed along Selby and Snelling Avenues to provide adequate lighting for pedestrians and to generate a distinctive image.
10. Trees should be planted in planters; many of which extend out into on-street parking areas to provide a string image that softens the commercial area, improves pedestrian spaces, and unifies residential and business areas.
11. The crosswalks at the Snelling-Selby intersection should be textured to clearly identify crosswalks and to increase the pedestrian's safety.
12. Sidewalks should be given a new surface treatment to enhance pedestrian safety.
13. Add colored banners over the intersection of Selby-Snelling to identify the entrance into a unique business area.

APPENDIX B CONTINUED...

14. Move the two bus stops (on Snelling between Selby and Dayton) to provide more convenient waiting areas, to reduce traffic congestion, and provide more on-street parking.
15. Street furniture compatible with character of business community should be used to enhance pedestrian areas and improve appearance of area.
16. A mall behind Top's Furniture should be developed to provide a unique, unified shopping concept that would better use existing commercial space.

Design For Private Improvements

17. Building fronts should be rehabilitated to their original character (i.e. cleaning, painting, tuck-pointing, etc.) to restore the original beauty of these buildings.
18. A uniform sign ordinance should be adopted to enhance and unify the visual image of the business community.
19. Shops should be encouraged to install awnings to strengthen the image of the business community.
20. A specific range of colors should be selected for use in commercial areas to unify image and enhance individual buildings.
21. Planters on the fronts of stores should be encouraged to enhance individual buildings and the overall image.
22. Existing usage of commercial space should be evaluated to more efficiently use existing commercial space.

Economic Opportunities

23. A feasibility study of the "home care" concept should be made, including (a) marketing analysis of the concept and (b) an investment analysis of buildings to determine feasibility of concept.
24. Development of supportive services for home owners and businesses, including (a) a technical advice center and (b) a small business resource center to assist home owners and businesses.

Funding Sources

Individual businesses, business associations, local development companies, private investment, private foundations, City, federal government.

A copy of the entire 1978 Selby Snelling Commercial Improvement Plan can be obtained by contacting Barbara Sporlein, St. Paul Department of Planning and Economic Development, 228-3395.



Published by the Saint Paul Department of Planning and Economic Development, James Scheibel, Mayor.

Requests for additional copies and questions should be directed to Barbara Sporlein, Planner, Saint Paul Department of Planning and Economic Development, 228-3395.

The City of Saint Paul does not discriminate on the basis of disability, race, sex, sexual or affectional orientation, age, color, creed, national origin or ancestry, marital status, religion, veteran status, or status with regard to public assistance in the admission or access to, or treatment or employment in, its programs or activities.